

950 SUPPRESSION SAFETY

951 HAZARDOUS MATERIALS INVOLVEMENT

- A. Initial attack personnel arriving on the scene of a potential hazmat (Hazmat/Weapons of Mass Destruction) incident (e.g., train derailment or truck transport accident) where potential hazardous materials may exist, should stay a safe distance upwind and away from the accident. Even if the train or truck is not on fire, back off, upwind, until it is determined whether or not hazardous materials exist. DNRC personnel are only trained to the hazmat awareness level as first responders.
- B. Try to identify what kind of material is involved, if at all possible, from a safe distance. Identification may be accomplished by talking to railroad or transport personnel in the area of the accident. Identification can also be done if placards, 4-digit identification (ID) numbers or other visible markers are present on the tank, vehicle or rail car. Also provide dispatch with accident location and possible hazards to people and structures in the area and note nearness of lakes, rivers, streams or any body of water that may spread or be contaminated by spilled materials.
- C. Initial attack personnel should notify the fire dispatcher immediately of the accident and the potential for a hazardous materials spill. Provide information to dispatcher regarding identifying placards, numbers, etc. that may indicate hazardous materials. Dispatchers should refer to their current "Hazardous Material Guidebook" to determine the material being transported. If the material is not listed, contact the local D&ES coordinator. If they cannot be reached, call the National Chemical Emergency Number, 800-424-9300, or Montana Emergency Services in Helena at (406) 841-6911.
- D. The fire dispatcher should notify the local Disaster and Emergency Services Coordinator and law enforcement personnel of the accident scene. Provide any pertinent information regarding the presence of hazardous materials or other threats. The fire dispatcher should review the information available concerning the existence of hazards and then issue specific instructions to the initial attack personnel on how to handle the wildfire situation.
- E. Railroad cars or trucks may not be carrying "hazardous materials," but may produce toxic gases from burning plastic or packaging materials inside the car. We should stick to confining the fire to the owned right-of-way, **after** following the procedures to find out what is burning. We may support RFD units, if requested, in suppressing the actual train fire--but do so only if the RFD has checked for hazardous materials and is following the recommended procedures.

- F. Approval is required before DNRC forces become involved in any actions involving weapons of mass destruction or a hazardous materials spill. Approval must be obtained by contacting one of the following personnel in the order listed: (1) Administrator, Forestry Division, or (2) Chief, Fire and Aviation Management Bureau, or (3) Supervisor, Fire Suppression Section.
- G. Who does the train dispatcher contact in the case of a derailment? In what order? Who controls the accident scene? We may have to control traffic, etc., if we are first on the scene. We prefer local Emergency Preparedness or law enforcement officials to do this job.
- H. The following numbers have been provided for contacting the railroads listed:

Burlington Northern Santa Fe Railroad (BNSF)

Division Superintendent - Whitefish	(406) 862-0255
Division Superintendent - Havre	(406) 265-0220 or 265-0221
Division Superintendent - Great Falls/Helena	(406) 791-3355
Division Superintendent - Billings	(406) 256-4400

Contact the number nearest your land office area or the fire incident, and BN will provide directions. You may call 509-455-7400 and ask for the Special Agent, if there is no response from the numbers listed above.

Montana Rail Link (MRL)

Information is funneled through this number. The person answering this phone has a call-down list, which includes contact numbers for local and state response agencies along the MRL line. The phone number is (406) 523-1463.

Union Pacific Railroad (UP)

Manager/Fire Protection.
Phone: (402) 271-3031 (Omaha, Nebraska)

Rarus Railway Company (RARW)

President
Phone: (406) 563-2851 (office) or (406) 563-2830 (home); Butte, Montana.

Montana Western Railway (MWRR)

President

Phone: (406) 782-1249 (office)

952 EMERGENCY INCIDENT DRIVING REGULATIONS

These standards address driving by personnel actively engaged in wildland fire or all-risk response activities, including driving while assigned to a specific incident or during initial attack fire response (includes time required to control the fire and travel to a rest location). In the absence of more restrictive agency policy, these guidelines will be followed during mobilization and demobilization as well. Individual agency driving policies shall be consulted for all other non-incident driving.

- A. Agency resources assigned to an incident or engaged in initial attack fire response will adhere to the current agency work/rest policy for determining length of duty day.
- B. No driver will drive more than 10 hours (behind the wheel) within any duty-day.
- C. Multiple drivers in a single vehicle may drive up to the duty-day limitation provided no driver exceeds the individual driving (behind the wheel) time limitation of 10 hours.
- D. A driver shall drive only if they have had at least 8 consecutive hours off duty before beginning a shift.

Exception: Exception to the minimum off-duty hour requirement is allowed when **essential** to:

- Accomplish **immediate** and **critical** suppression objectives, or
 - Address **immediate** and **critical** firefighter or public safety issues.
- E. As stated in the current agency work/rest policy, documentation of mitigation measures used to reduce fatigue is required for drivers who exceed 16-hour work shifts. This is required regardless of whether the driver was still compliant with the 10-hour individual (behind the wheel) driving time limitations.
- F. CDL: All driving requiring CDL will be performed in accordance with applicable Department of Transportation regulations found in 49 CFR 383 and 390-397.
 - 1. No driver of a vehicle requiring a CDL will drive the vehicle after 15 hours on duty during any duty-day.

2. Exception: An additional two hours of driving time may be added if a driver encounters adverse driving conditions, unforeseen emergency situations (breakdown), or to ensure the safety of personnel.

Drivers are responsible for following these policies, and it is the supervisor's responsibility to ensure that employees adhere to the proper driving limitations and monitor employee fatigue.

953 SAFETY TIPS AND ADVICE FOR FIREFIGHTERS

A. FIREFIGHTING NEAR POWER LINES

The Bonneville Power Administration (BPA) has prepared the following guidelines for firefighters:

1. If fighting fires in the area of BPA high-voltage transmission lines, firefighters should not play a solid stream of water directly on the conductors.
2. Firefighters should immediately contact the nearest BPA facility to get a representative to the scene. Normally this is done through the Unit Dispatcher.
3. They should always consider the line energized until a BPA representative has arrived at the scene, taken a "clearance" and grounded the conductors.
4. Until the clearance has been issued by the BPA representative, firefighters should stay a respectful distance from any conductors.

B. USE OF INDIVIDUAL FIRE SHELTERS

1. **Policy**--Individual forest fire shelters are mandatory articles of safety equipment for all Department employees engaged in direct fireline activity. This policy shall apply equally to initial attack situations as well as to ongoing or project-size fires, and shall include overhead personnel while on the fireline.
2. **Issuing Procedure**--Initial attack personnel will be issued fire shelters to be used throughout the fire season. Shelters should be thoroughly inspected to ensure that shelter is in good condition. Check for tears or wearing of plastic case. Replace if any damage is suspected. The shelter should be returned at the end of the season along with other safety gear.

3. Other individuals or crews assigned to ongoing or project fires shall be issued fire shelters by the dispatch center at the time of dispatch, or upon arrival at the fire camp.
 - a. Upon return from fire duty, each person shall return his fire shelter to the location of its original issue.
 - b. In situations of limited availability of shelters, initial attack crews shall be given priority. The fire resource order form shall be used if extra shelters are needed for ongoing fires.
4. **Use**--The forest fire shelter is designed for emergency fireline use only, and will not be used for any other purpose. Any person who opens, uses, or causes to be used any fire shelter, shall submit a written report documenting the circumstances of its use to the Incident Commander as soon as possible, and to the Area Manager within 24 hours of release from fire duty. (See Annex A for Fire Entrapment Investigation & Review Guidelines.)
5. **Training And Instructions**--Individuals responsible for the issuing of fire shelters shall ensure that each person issued a shelter has been instructed in its proper use, and is aware of the requirement to document its use. In addition, all Supervisors shall ensure that each employee assigned to him has been trained in the proper use of the fire shelter, including normal care and maintenance.

954 NATIONAL SAFETY FLAGGING STANDARDS FOR WILDFIRES

The NWCG Safety and Health Working Team has recommended the following standards for safety on prescribed and suppression fires.

NFES #0258 - *Safety Zones/Escape Routes*--Lime green, fluorescent, biodegradable 1" wide.

NFES #0267 - *Hazards*--Yellow w/black diagonal stripes, fluorescent, biodegradable 1" wide.

The following are reasons for their recommendation:

- The colors quickly identify safety concerns to line personnel.
- They utilize color codes prescribed by OSHA and ANSI for hazards and safety items.
- They leave flexibility to use more common color ribbons to denote other “things” on fires.

- There is a significant tie to the LCES emphasis in operations planning and execution.
- Local use could include written information on the ribbon (example: type of hazard, date, access to what safety zone, etc.).

955 CRITICAL INCIDENT MANAGEMENT

A. WILDLAND FIRE CRITICAL INCIDENT PROBLEMS AND SOLUTIONS

1. Wildland fire personnel do not experience human tragedy like emergency medical, structure fire, and law enforcement in most of their work and may feel unprepared for a critical incident.

Solution: Include critical incident stress in the training for all fire personnel at the start of fire season.

2. Some overhead personnel on the fire will not have training or direct experience with critical incidents or Critical Incident Stress Debriefings (CISD).

Solution: Have an SOP in place to immediately evaluate any unusual or stressful situation on the fire for critical incident effect on staff.

3. Extreme fatigue develops after many days on the fire with little rest, which can cloud decisions about critical incident effect.

Solution: Discuss the incident with appropriate personnel at the dispatching agency or request a consultation from a CISD contractor.

4. On an interagency fire it is hard to tell who should attend a debriefing.

Solution: All fire personnel who were part of the same incident must attend, regardless of which agency they are a member. Those who were not part of the incident, such as spouses, supervisors, or clergy, should not attend. Separate CISD debriefings may be held for them if indicated.

5. Sometimes fire personnel seem to do all right until several days or weeks later when the fire is over and they get back home.

Solution: Hold a debriefing within two days of the incident, then if needed, hold a second debriefing later when personnel go back home.

6. Spouses and other close associates need debriefing services, too.

Solution: Debriefing services for them can be arranged through the local critical incident team back home. Some local teams and employee assistance programs have experience working with family members.

B. AGENCY ADMINISTRATORS' GUIDE TO CRITICAL INCIDENT MANAGEMENT

Attached is a draft "Agency Administrators' Guide to Critical Incident Management," the result of a recommendation contained in the final report of the Interagency Management Review Team for the South Canyon Fire of 1994. Its purpose is to assist Agency Administrators in preparing for and managing a critical incident, when used in conjunction with appendices, references and other local and agency-specific guidance.

This guide is being developed by the NWCG Safety Working Team and is currently in the field for review and comment. The draft guide is dated October 1995 and is included in this manual in its entirety under **Annex A**.

C. CRITICAL INCIDENT STRESS DEBRIEFING TEAM (CISD)

1. **What It Is and What It Does**

A trained team of two or more CISD members meets soon after a casualty or other critical incident that creates unusual stress in emergency responders at the scene. In the debriefing process, those present express feelings and reactions to the incident and receive suggestions for getting through and over the incident. The purpose is to prepare personnel to return to duty and to assist and support them with the personal trauma associated with caring for victims in critical incidents.

2. **Team Members**

Firefighters, mental health professionals, nurses, human resource specialist and law enforcement officers are typical members of the team.

3. **Appropriate Incidents for CISD Debriefing**

Multiple or single casualty incidents, death or serious injury of co-workers in the line of duty, and certain child death incidents are examples. All emergency responders involved in the incident should be included. Debriefing must take place within a one or two days of the incident.

4. **Missoula County Team**

There are eight team members who were organized in June 1987 and trained under the auspices of Missoula County Disaster & Emergency Services. Ongoing organizational support is given by Missoula Rural Fire District and Missoula County Fire Protection Association. Team members will respond to other counties in the state as needed. The requesting county unit should pay any out-of-pocket expenses of team members. In addition, the team assists other groups in the state.

5. **Contacts for CISD Teams**

CISD Teams may be ordered through the Northern Rockies Coordination Center by your Zone Dispatch Center. Refer to 69.9.5 in the Northern Rockies Interagency Mobilization Guide.

956 INJURY/FATALITY PROCEDURES

A. EMPLOYEE RESPONSIBILITY

Serious injuries or fatalities may occur on wildfires as a result of fire suppression actions. All Department personnel should be aware of the proper procedures to follow. Every employee involved in fire suppression activities should become familiar with the available manuals, guidelines, policies, etc., that list the proper procedures to follow in case of a serious injury or a fatality.

B. SAFETY OFFICERS

A safety officer is required at each land office, the Department headquarters and the Forestry Division complex. The safety officers should be able to answer any questions you have on this subject. The Department Personnel Director can also help with many questions relating to this topic.

C. AVAILABLE PUBLICATIONS

The following is a list of publications that should be available at all offices as reference material:

- Fireline Handbook (NWCG Handbook 3) PMS 410-1, NFES #0065 Chapter 4 on Firefighting Safety, page 43.
- Department Safety Manual, January 1, 2002.
- Department Operations Manual, Chapter 13, Safety, Memo #MM 1-88-13-1, 10/1/87 (Contains Department Safety Manual as insert).

- State of Montana Employee Safety Program (1984).

D. DNRC FATALITY PROCEDURE

The following is the official Department standard in the event of any employee fatality and is quoted in its entirety. Director Bud Clinch approved this procedure effective 04/05/96.

STANDARD FOR EMPLOYEE FATALITY WHILE IN THE LINE OF DUTY

While it is the goal of the Department of Natural Resources and Conservation to prevent any serious injuries and/or fatalities from occurring to DNRC employees in the line of duty, death from accident or illness can occur. In such cases it is important that a fatality notification procedure be followed that conforms to requirements of the law and which will ensure that proper notification of the next of kin is conducted.

When encountering an injured or afflicted person, the first priority is to initiate appropriate life saving procedures including applying first aid and/or requesting emergency services. Only in cases where death is apparent beyond any reasonable doubt, should fatality notification procedures take precedence over lifesaving measures. In these cases it is not necessary for emergency service personnel to take risks in responding to the scene and the county coroner is the individual best prepared to handle the situation. In the event a fatality occurs, this procedure establishes the actions to be taken by DNRC employees.

Notification of Proper Authority and DNRC Personnel

1. Notify the Coroner of the county in which death apparently occurred.
2. Notify appropriate law enforcement officials for fatalities that occur on city, county, state or federal highways (i.e., city police, county sheriff, highway patrol) or if unable to contact County Coroner. *Notify Department of Justice, Fire Prevention and Investigation Bureau of all fire fatalities.*
3. Chief Pilot for fatalities involving DNRC aircraft.
4. Director of the Department of Natural Resources and Conservation. (Director or his designee will make appropriate news releases.)
5. Appropriate Division Administrator or designee as per employee's division.
6. The on-duty fire coordinator, if a wildland fire-related fatality.
7. DNRC Personnel Director, to provide personal information (i.e., next of kin, phone, address, etc.).
8. Department Safety Officer, to instigate necessary safety investigation.
Investigation Team: Investigation team members should include the Department

Safety Officer, a representative from the Department of Justice, Fire Prevention and Investigation Bureau, incident safety officer and a representative from the USFS-MEDC accident investigation team.

Content of Notification

1. Location of deceased. If location is not easily identified(i.e., four miles up Elk Creek, Missoula County) meet the coroner or law enforcement authority at an identifiable location in order to provide transportation and/or direction to the site of the deceased.
2. Time and date of accident or fatality.
3. **Do not release** the name of the deceased, nor broadcast name via radio.
4. Brief description of how fatality occurred.
5. Name of person making notification and witness.

Fatality Location

1. Secure the area.
 - a. Do not allow anyone but the proper authority (coroner/law officer) to move or touch the deceased.
 - b. Keep the public away from the site of the fatality.
 - c. If necessary, cover the deceased with a blanket.

Notification of Next of Kin

Notification of next of kin is handled by the County Coroner.

1. Notification of family should be made as soon as possible. This will help in preventing the family from hearing of the fatality from an outside source.
2. In cases where the County Coroner makes the initial notification, a follow-up visit should be made by the immediate supervisor.
3. The DNRC Personnel Director or appropriate payroll technician should make contact with the spouse or appropriate family member to explain Montana insurance coverage (i.e., Worker's Compensation, PERS, etc.) and answer questions as needed.

Legal Requirements as Per Montana Code Annotated:

44-3-404. Criminal penalty. A person is guilty of a misdemeanor and may be fined not more than \$500 or imprisoned in the county jail for not more than one year, or both, if he:

- (1) purposely fails to report or conceals a death;

- (2) refuses to make available prior medical or other information in a death investigation; or
- (3) without an order from the coroner or state medical examiner, purposely touches, removes, or disturbs a corpse, its clothing, or anything near the corpse under investigation with the intent to alter the evidence or circumstances surrounding the death.

46-4-102. Investigation of suspicious death.

- (1) Whenever a coroner is informed that a death was caused by other than natural causes or that a death has occurred under circumstances such as to afford a reasonable ground to suspect that the death is the result of criminal conduct or when no physician or surgeon licensed in the State of Montana will sign a death certificate, the coroner shall make an investigation thereof.
- (2) It shall be the duty of every person acquiring knowledge of such death to report the same forthwith to the coroner of the county in which death apparently occurred.
- (3) In cases where criminal conduct is suspected, the coroner shall notify the state medical examiner and one or more state law enforcement agencies having jurisdiction. The law enforcement agencies so notified shall have the responsibility to investigate the case.

957 MONTANA DNRC, FIRE & AVIATION MANAGEMENT, ACCIDENT ACTION PLAN

A. SUMMARY

The following is a short guide designed to provide protocol to be used in the event of an accident or injury within the DNRC Fire Management Program. The plan addresses both emergency and non-emergency injuries/accidents.

B. PROTOCOL

1. Fire Ground/Field Protocol: The Incident Commander (IC) on the fire, or Chief of Party (CP) if traveling, is responsible for taking control of the scene (not to be confused with providing care and treatment).
2. The most qualified person available (assigned by the IC or CP) will conduct immediate care and treatment of the injured person. The IC may need to delegate the tactical fire operations to another qualified person to allow for attention to this new “incident within an incident.” Order additional help as needed to your initial report.
3. A decision on whether this is an emergency or non-emergency event is critical. The IC needs to determine what level of treatment is required, as well as the means of transport needed; the decision must be based on the best available information and recommendations of the most qualified medical personnel present.

4. For an injury on the fire ground, the IC will establish an initial contact with fire dispatch (if dispatch is unavailable, contact 911). For an accident or injury requiring medical assistance and/or transport when you are not on an incident, contact the local 911 center directly (either by cell phone or radio). Follow-up notification shall then be made to the agency dispatch center so that the appropriate dispatch and Unit personnel can be apprised of the situation early on.
5. An initial report is to include:
 - a. Is there an emergency, or non-emergency event? The difference between the two is a judgment call, but consider these suggestions:
 - 1) **Non-emergency:** Injury/condition is considered non-life threatening, and affected party is ambulatory (can get to transportation under own power).
 - 2) **Emergency:** Injury/condition is considered potentially life threatening and/or cannot get to required transportation under own power. If the IC deems this to be an emergency, and volume of radio traffic warrants, dispatch/IC will request everyone clear the channel for emergency traffic only.
 - b. General description of the injured party and the nature of the injury, including symptoms and any complications. This is typically gathered during the assessment by the first responder/EMS provider and relayed through the IC. An example could be: “On scene with a 22-year-old male with a bee sting in the arm. Respiration and heart rate is normal and patient has minor swelling.”
 - c. Determine whether adequate medical assistance is on scene or additional help is needed, and how transportation will be conducted. After the initial assessment first aid treatment is administered, relay actions taken. An example could include: “EMT is on scene and has assisted with an ice pack. The injured party is walking out to the vehicle with the EMT. We will contact you when we arrive at the vehicle. We do not require ambulance for transport.”
 - d. Do not use the injured party’s name over the radio, but DO give enough information that the receiving end of your communication understands the full extent of your situation. The IC, by establishing control of the scene, can ensure that the appropriate response is being made in a professional timely manner.

6. **Follow-up Items**
 - a. Workers Comp. First Report of Injury (must submit within 6 days).
 - b. Supervisor's Incident Investigation Report
 - c. Vehicle Accident Report, if appropriate.
 - d. Written narrative of incident (should be complete, factual and unbiased).
 - e. Witness statements, if applicable.
7. It is important to remember the obligation you have to the other people you are still supervising and the overall mission you are engaged in. At the earliest convenient time, make arrangements to debrief with your supervisor either by cell phone, or in person; they will be getting questions and it is your responsibility to make sure they are informed with the most current information.